

CAT W

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May 28, 1947

My dear General Chennault  
and Whiteys:

I arrived in Washington nine days ago and since then have really been getting a run-around from the Army. However, it now appears that I will be assigned to the A2 staff of the Air Forces for duty with the new Intelligence Agency, which combines information received from Army, Navy, State and other Departments. I will, of course, let you know after my leave of one month's duration what my final assignment and what my addresses are. You can in the meantime still reach me at 73 Westcott Road, Princeton, New Jersey.

Upon arrival here I enlisted the assistance of your Colonel Fred Milner to determine military history and records of Carl Anderson. He was very helpful and after three days' search, found that in Washington there are records on only one Carl D. Anderson. His physical description makes him a little too tall and a little too heavy to be Carl, and there is no home address recorded on him. I do not think that he is our Carl Anderson, but I pass on to you the information, anyway. He was enlisted on the 16th of October 1942 (Arm or Service unrecorded) and assigned Serial No. 15336954. On the 21st of April 1943 he was commissioned as 2nd Lt., Coast Artillery Corps and assigned Serial No. O-1054894. On the 20th of February 1946 he was separated from the service as a Captain. His present whereabouts is unrecorded. There is another very large mass of personnel cards in St. Louis and it is among these that are to be found cards on all individuals whose separation from the service was not followed by their retention of a reserve status, so I will have a search made there.

Mr. Brennan has probably given you information on the conference which Tom Corcoran, Bill Youngman, Brennan and myself had so I will not go into details on that subject. However, they very definitely were not interested in raising any funds for furtherance of Clayton's Hawaiian procurement. Corcoran stated he felt the Line had not much better than a 40-60 chance of survival after three years; that he was very happy over the unbelievable success already achieved; and that one of his

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General Chennault  
and Whitney

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main financial worries was getting dollars out of China when and if expected profits materialize. He was quite surprised to find I was in this country and said had he known the Army's latest move in returning me, he would have forestalled it. The following morning, without my prior knowledge, he asked his friend in the War Department to return me to China for a continuation of duty with you - which of course I would have been very glad to do - but he was told that the case had attracted too much attention for the War Department to take action now, although it might be possible after six months or a year.

I spent about twenty minutes talking with Secretary Patterson, who received me very cordially and demonstrated real interest in the project. He asked that I give his personal best wishes to you, General Chennault and to thank you for the work you are doing in China. In my conversation with the Secretary and subsequently with General Vandenberg, Deputy Chief of Air Staff, I emphasized not only the present and normal future value of the Line, but also its possible use for transportation of supplies from the coast to some such operational base as Chengtu.

Doreen is having considerable and apparently unnecessary difficulties due to lack of information from Shanghai, most of which she says she has asked for either while she was in Shanghai or subsequently. Insurance matters and personnel employment contract copies seem to be the worst. In my opinion, she is doing a very excellent job.

I would like to ask you, General, to write a letter for me. It should be addressed to A1 of the Air Forces in the Pentagon Building. You see, during the year I was working with you, I had no immediate military superior who had knowledge enough of what I was doing to give me an efficiency rating, so there is a blank of one year on my 66-2 Form. The Air Adjutant General thinks this should be corrected and suggests that you write to the A1, outlining the nature of my duties from April 1946 to April 1947, and requesting that I be given whatever efficiency rating you deem advisable. Since I have had straight superior ratings for the seven years prior to the year with CAT, just forget this request if you do not feel free to follow suit. During recent years there has been a tendency to rate everybody very high. It has gotten so bad that an excellent rating is now considered in about the same light that an average very satisfactory rating used to be considered.

I expect to be through this Washington rat race tomorrow and start on my leave. I hope to pick up mail from China when I reach New Jersey in two or three days.

Sincerely,